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IN THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. **(Currently Amended)** An engine comprising:
a block having at least one cylinder formed therein;
an oil injector connected to the engine to provide lubricating oil to the at least one cylinder;
an oil supply in fluid communication with the oil injector; and
an ECU programmed to control an amount of oil introduced into the engine by the oil injector, wherein a first amount of oil is introduced into the engine by the oil injector based on a normal operation and a second amount of oil, greater than the first amount of oil, is introduced into the engine by the oil injector based on a storage preparation operation.
2. **(Currently Amended)** The engine of claim 1 further comprising an oil pump controlled by the ECU and fluidly connected to the oil supply and the oil injector.
3. **(Currently Amended)** The engine of claim 1 wherein the ECU is further programmed to receive an indication of a neutral position and an indication of an engine idle speed and upon receiving both indicia for at least a predetermined time period, the ECU initiates the storage preparation operation.
4. **(Original)** The engine of claim 1 wherein the ECU is programmed to provide an indication of the storage preparation operation.
5. **(Original)** The engine of claim 4 wherein the indication is via a plurality of lights and wherein the ECU is programmed to indicate that the storage preparation operation has commenced.
6. **(Original)** The engine of claim 4 wherein the plurality of lights are toggled on and off to indicate an elapsed time of throttle position.

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7. **(Original)** The engine of claim 1 wherein the storage preparation operation is performed while the engine is running and wherein the ECU is programmed to shut off the engine after completion of the storage preparation operation.
8. **(Original)** The engine of claim 1 wherein the engine is a two-cycle engine and is incorporated into at least one of an outboard motor, a watercraft, a snowmobile, an ATV, a motorcycle, a scooter, and lawngarden equipment.
9. **(Original)** The engine of claim 1 wherein the ECU is further programmed to disregard a throttle position signal above a predetermined value upon commencing the storage preparation operation.
10. **(Original)** The engine of claim 9 wherein the predetermined value is indicative of at least a six percent open throttle plate.
11. **(Original)** The engine of claim 1 wherein the ECU is programmed to receive a throttle position sensor signal and a transmission position signal and if the throttle position sensor signal is greater than a predetermined value and the transmission position signal is indicative of a neutral position for a predetermined time, the ECU is programmed to provide a storage preparation operation initialization indication.
12. **(Original)** The engine of claim 11 wherein the predetermined value of the throttle position sensor is at least one volt and the predetermined time is at least five seconds.
13. **(Original)** The engine of claim 11 wherein multiple changes in the throttle position, each for the predetermined time, cause the ECU to generate the storage preparation operation initialization indication.
14. **(Currently Amended)** An outboard motor comprising:
an engine;
a midsection extending from the engine;
a gearcase attached to the midsection and having a propeller shaft extending therefrom,

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the propeller shaft constructed to be driven by the engine; [[and]]

an ECU programmed to initiate an oil delivery to the engine during engine operation and programmed to receive a storage signal, the ECU, in response to the storage signal, is further programmed to initiate an auto-fogging procedure[.]; and

an oil pump controlled by the ECU and constructed to deliver (1) an amount of oil to the engine from a reservoir during normal operation, and (2) a larger amount of oil to the engine in response to the storage signal as at least a part of the auto-fogging procedure.

15. (Canceled)

16. (Currently Amended) The outboard motor of claim [[15]]14 wherein the ECU monitors a throttle position and a transmission position.

17. (Original) The outboard motor of claim 16 wherein the ECU is further programmed to provide an indication that the throttle position is idle and the transmission is in neutral for a predetermined period.

18. (Original) The outboard motor of claim 17 wherein if the throttle position is increased after the indication and the transmission is in neutral for a predetermined time, the ECU is further programmed to provide a second indication.

19. (Original) The outboard motor of claim 18 wherein if after the second indication is provided, the throttle position is reduced, and the transmission is in neutral for a predetermined time, the ECU commences the auto-fogging procedure.

20. (Original) The outboard motor of claim 14 wherein the storage signal is at least one of initiated by, monitored by, and controlled by a diagnostic tool external to the outboard motor.

21. (Original) The outboard motor of claim 14 wherein the ECU is programmed to perform the auto-fogging procedure while the engine is running and to automatically shut off the engine after the auto-fogging procedure is complete, wherein the engine is deemed ready for storage.

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22. **(Original)** The outboard motor of claim 14 wherein the ECU is further programmed to provide an indication of initialization of the auto-fogging procedure.
23. **(Original)** The outboard motor of claim 22 wherein the indication is one of an acoustical indicator and a visible indicator.
24. **(Original)** The outboard motor of claim 23 wherein the visible indicator includes systematically lighting at least one of an engine temperature light, a fuel indicator light, and a battery condition light.
25. **(Currently Amended)** A method of preparing an engine for storage comprising the steps of:
 providing an ECU with a storage routine;
 providing an oil pump controlled by the ECU;
 initializing the storage routine; and
 increasing an amount of lubricant introduced into ~~[[an]]the engine by the oil pump~~ beyond that needed for normal operation during the storage routine.
26. **(Original)** The method of claim 25 wherein the step of initializing the storage routine is at least one of receiving a storage routine initialization signal or generating a storage routine initialization signal.
27. **(Original)** The method of claim 25 further comprising the step of automatically shutting down the engine after completion of the storage routine.
28. **(Original)** The method of claim 25 further comprising indicating acceptance of the storage routine initialization signal.
29. **(Original)** The method of claim 28 wherein indicating acceptance of the initialization signal is communicated through at least one engine condition light.
30. **(Original)** The method of claim 25 wherein the storage routine initialization signal is derived from at least one of a position of a throttle and automatically initiating the routine when the engine is idling in neutral.

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31. **(Original)** The method of claim 25 wherein if the engine is at least one of above idle and engaged with a transmission, the routine initialization signal is disregarded.
32. **(Original)** The method of claim 25 wherein the step of increasing an amount of lubricant into the engine includes automatically adjusting an engine speed to maintain engine operation.
33. **(Original)** The method of claim 25 wherein the step of increasing an amount of lubricant into the engine includes introducing the increased amounts of lubricant directly into a crankcase of an engine.
34. **(Original)** The method of claim 25 wherein the increased amount of lubrication is introduced for a predetermined time.
35. **(Original)** The method of claim 25 wherein the storage routine initialization signal is induced by at least one of an operator and a diagnostic tool.
36. **(Original)** The outboard motor of claim 19 wherein the ECU is further programmed to check for an increase in throttle position before commencing the auto-fogging procedure.